



The Rhumb Line

Maine Maritime Museum

August 2002

Celebrating Our 40th Anniversary 1962-2002

Number 31



Bark Fred P. Litchfield

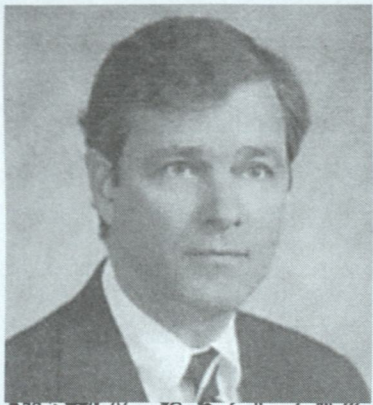
Courtesy of Tyree Studio Collection, Nelson Provincial Museum (Nelson, New Zealand), 176642/3

Often, when a vessel was built in a Maine shipyard for out-of-state owners, she made little impression on the locals. This Museum frequently finds itself with no photographs or other mementos of such vessels, and such was the case for the *Fred P. Litchfield*, built at the Goss, Sawyer & Packard yard at Bath in 1876. She was named, not for one of the ship carpentering Litchfields of Bath, but for a relative of B. Litchfield & Sons of New York, her managing owners. Her builders were also shareholders, as were M. Sumner and Captain S. C. Spaulding, her first master. She was a big, double-decked bark of 1,083 gross tons. She traveled around to Wiscasset to load deals (dimensioned planks) for Liverpool, and never returned to Maine in all her long career.

A few years ago, an oil painting of the *Litchfield* made its way into the collections here, by a circuitous route. The vessel herself rarely returned even to New York, her homeport. The Litchfields kept her busy all over the world, but most frequently across the Pacific to ports in Japan, China, Australia, and on the West Coast of North America. In 1893 her managing owners became M. F. Pickering & Co., also of New York, and they kept the sturdy bark traveling to areas west of the Pacific. The photograph above shows the bark at a wharf at Nelson, New Zealand, probably on or about May 20, 1895. This photograph is in the collections of the Nelson Provincial

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Our Mission is to collect, preserve and interpret materials relating to the maritime history of Maine and to promote an understanding and appreciation thereof.



From The Chart Table

It's the turn of the last century. You're standing in the sawmill at Percy & Small's shipyard in Bath's South End. Sawdust and wood chips are everywhere. Sunlight pours in from the yard outside and you see the Kennebec's tidal flow and the Arrowsic shore beyond. You note the hanging knees as part of the building's timberframe - some of them scarred by blasting chips that fly off the Daniels planer when it's in operation. The clear light bulbs hanging from the knob-and-tube wiring provide just enough light for the work being done here. You feel as much as hear the tumble and thud as an immense timber is rolled onto the saw's carriage. Then you hear the belts tighten as the circular saw blade winds up to speed. As the air is split by the whine of saw teeth slicing through southern yellow pine, you can visualize the immense schooner being assembled out on one of the building ways.

This is some of what is in store for you when you next visit the Museum. The shipyard is, indeed, rumbling again. The new shipbuilding exhibitions in the historic Percy & Small buildings outside our doors are just great. With all but the finishing touches complete, Curator Anne Witty has led an enthusiastic and dedicated crew consisting of Registrar Chris Hall, many of the Museum staff and volunteer staff, exhibit design professionals and maritime historians in a major overhaul of these exhibits. The effort was immeasurably helped by being able to rely on Lin Snow's and Doug Lee's encyclopedic and award-winning work *A Shipyard in Maine: Percy & Small and the Great Schooners* (Tilbury House and Maine Maritime Museum, 1999). With this knowledge as a base, Anne's team planned and executed a lively reinterpretation replete with sounds, smells, new sights, and improved paths and walkways to get around. I highly recommend that you come and re-visit the Museum and experience a most enjoyable and informative exhibition.

If you come by boat, take advantage of our brand-new Visiting Yachtsman's Building, containing restrooms and shower facilities as well as a laundry and a covered porch from which to survey your vessel on one of our docks or moorings.

And, since your visit will undoubtedly extend through much of the day, pause for some refreshment in our impressive timber-frame addition, Long Reach Hall, where Hospitality Director Mary Jane Dillingham oversees a most enjoyable lunch during the busy months.

We think you'll agree that the Museum has achieved a new level of sophistication in telling the stories of Maine shipbuilding, along with an enhanced ability to be hospitable.

Come by and enjoy the experience!

Tom

Thomas R. Wilcox, Jr.
Executive Director

The Rhumb Line Number 31 August 2002

The Rhumb Line is a quarterly newsletter of Maine Maritime Museum, a non-profit institution.
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Composing/Printing: *The Times Record*

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Bark Fred P. Litchfield

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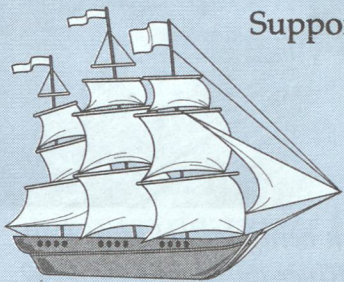
Museum, and they have generously given us permission to publish, but the print was given to us and dated by correspondent Peter Raggett of Nelson. The *Litchfield* was at Nelson from May 15 to June 1, 1895, according to the *New York Maritime Register*, but Mr. Raggett's research indicates that the visit of another bark, whose masts are visible on the other side of the wharf, only overlapped the *Litchfield's* by a few days.

A close examination reveals a well-dressed couple atop the after house, aft of the mizzen. They are probably Captain and Mrs. B. Warren Chadbourne of Rockland, who were both to die in unexplained circumstances when the vessel put in to Bermuda the following January. Forward of them can be seen a pair of gents in suits, hands in their pockets - presumably the mates. Up forward by the cathead is a gaggle of seamen, arms crossed or hands thrust into overalls. It was getting toward the end of fall in New Zealand.

The *Fred P. Litchfield* continued her voyaging for another ten years. She then spent a very brief time as the British bark *Beatrez* before being sold to the Guffey Oil Company of Galveston, Texas, under her original name, and being converted to a schooner barge. In less than a year she was lost, coming adrift from her tug in the Gulf of Mexico and foundering on September 26, 1906. Her crew of eight was saved.

Don't Let Us Sail Without You

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Please send us your check or call our Membership Office at 207-443-1316 ext 334

Thank You!

Our Wish List

Surplus Loader-Back Hoe Tractor
(Or offer to rebuild out 1968 International)

Wood Chipper

For tree limbs, etc., to make mulch
Please call Dave Boulette, 443-1316 ext. 335

Dust Collection System for The Boatshop

Please Call Will West, Boatshop Manager
443-1316 ext. 341

Hand-held Vacuum or Electric Broom

Please Call Barbara, 443-1316 ext. 344

WELCOME ABOARD!

New Members

May 2002 - July 2002

Tim Adams
Carlos Almodovar
Elizabeth Burkley
Wiley Burrall
Mr. and Mrs. Daniel F. Cashman
Kenneth E. Cichon
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Jack Dice
Peter H. Dragonas
Eduardo and Sara Duarte
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John and Elizabeth Little
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Preston L. Wilds
Mr. and Mrs. Wellington Yapple
Mr. and Mrs. Daniel A. Zilkha

Launched At Last!

Look for our new Website at

www.mainemaritimemuseum.org !

Please take time to see the many new pages,
photos and options that are designed
for easy navigation.

The Summer of '42: How a Destroyer Manned by Green "Citizen Sailors" Became a Combat Legend in the Pacific - Part II

(continued from Issue #30)

By Richard J. Hall, Jr.

[We join the *O'Bannon* already in the Pacific, near the end of 1943 - Ed.]

Subs and Shore Bombardments

We took great pride in our radar, considering the edge it gave us in battle, but it was not always superior to the naked eye. One day I heard a lookout call out: "Submarine!" I aimed the scope where he indicated - but saw nothing. He continued to shout: "Submarine!" But again the radar came up with nothing. Finally I asked him to give me an eyeball angle and distance to the target. He did. We fired one round and sank a sub - without ever seeing it on the scope.

Another sub incident was even more bizarre. We suddenly came upon a Japanese sub surfacing to recharge its batteries. It was practically next to us, too close for our big guns to hit. And a hazard to our ship if the sub exploded so near to us.

The rest of the story is controversial. The official Navy version has us backing away and using our 5-inch guns to sink it. But the *O'Bannon* crew told a different story. We say that as the unsuspecting Japanese crew started to come out of their hatch, our quick-thinking guys on deck bombarded them with potatoes from the food locker. Thinking we were tossing hand grenades, the sub sailors panicked, raced back down the hatch and put the sub into a dive. But apparently they forgot to close the hatch, and the sub flooded itself and sank.

Regardless of which version is correct, Admiral Halsey's telegram sums it up: "Congratulations on sinking Jap sub. Your ingenuity in making use of all available weapons is commended."

Shore bombardments were also a big part of our combat experience. We participated in a total of 21, many of which demanded stealth operations at night. Often we had to move slowly in shallow, uncharted waters, to gain the advantage of surprise.



The destroyer *O'Bannon* (DD-450) is shown being launched at Bath Iron Works. She slid into the icy Kennebec River on March 14, 1942. The previous vessel launched by BIW was *Nicholas* (DD-449) on February 19th; the next would be *Chevalier* (DD-451) on April 11th. By the end of the year, however, BIW was launching two destroyers a month, and that pace was maintained through the end of World War II. As you can see, the destroyers were launched unfinished, so that another vessel could be started on that building slip while this ship was completed alongside a wharf.

I remember an episode where three of our destroyers were assigned to bombard a heavily fortified Japanese air base. We were lucky. We had sent a Black Cat spotter plane over the base to help direct our fire. And when it arrived the Japanese thought it was an air raid.

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The Summer of '42

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They turned on every searchlight - just as we were getting ready to aim our guns. In effect, they illuminated the target for us, and we let loose for at least a half hour. When we departed, the base was a sea of fire.

Men of Unusual Character and Bravery

The *O'Bannon* was often dubbed a "lucky" ship. And it was. But much of what the *O'Bannon* accomplished can be attributed directly to its extraordinary crew. I can cite so many, but three stand out. Our brilliant captain, Commander Donald McDonald, thought more about the safety of the crew than he did about himself. At night he would come up to our area and say: "Fellas, bring your life vests; it might get cold tonight." We were in the tropics where the temperature was always over 100 degrees. So we knew what he meant. Official records report that Commander McDonald was "awarded more decorations during this war than any other officer in the naval service."

Then there was George Phillip, chief gunnery officer. He was a prince among men. He went out of his way to help, often bringing us to his cabin at night to help us study for an important test. But he could be tough when he had to be. One night we were engaged in heavy combat and I stuck my head out a porthole to see what was happening. Immediately he hit me with a wad of papers and said: "Hall, get your head back inside before you get it blown off." That was the only time he had to tell me what to do. Later in the war he was given command of his own destroyer [*Twiggs*, DD-591]. But a Kamikaze attack off Okinawa sank his ship with the loss of 152 of her crew, including then-Commander Phillip. We all wept when we heard the news.

Another memorable guy was Elmer Koza, First Boatswain's Mate. We were lucky to have him. He was in the thick of everything - fixing, solving, improvising. And doing it all himself while others were still wondering where to start. I remember an incident when we were attempting to lower a whaleboat over the side. It was carrying several crew members. Suddenly, ropes and blocks started to come apart, threatening to upend the boat and dump the crew into the sea. Without hesitation, Koza jumped off the ship, grabbing the moving ropes with his bare hands and stabilizing the boat long enough to rescue

the crew. He tore the flesh off his hands and arms, but saved the day.

On another occasion we were fighting a fierce typhoon at sea. The ship's violent movements loosened the main bow anchor and left it dangling, threatening to tear a hole in our side. Once again, Koza was Johnny-on-the-spot. Disregarding obvious hazards, he crawled across the wildly heaving deck and secured the anchor in place. But on his way back, the ship was hit with a gigantic wave. It lifted Koza and threw him to the stern, where he landed on the depth charge rack. Except for a few bruises, he was unhurt. Mission accomplished!

A Record Number of Honors and Decorations

Over its 35 months of almost continuous combat, the *O'Bannon* garnered more decorations than any other Navy ship in World War II - an unprecedented 17 battle stars and a presidential unit citation. In addition to her part in sinking the battleship *Hiei*, she is credited with sinking three cruisers, six destroyers, one submarine, and thirteen aircraft. She also participated in numerous rescue missions and shore bombardments.

An Admiral Halsey citation reads: "Outnumbered and out-gunned, the U.S.S. *O'Bannon* has taken a tremendous toll of Japanese surface vessels and aircraft. It fought battleships and heavy cruisers, escorted vitally needed supply ships for marines on Guadalcanal and derailed the Tokyo Express so often the Japanese admirals ran out of excuses."

Those of us who served on this celebrated ship were proud then and are proud now. But at the time, showing off was the last thing on our minds. I remember after our first big battle, some of the crew painted on our superstructure silhouettes of Japanese ships we had sunk. But when Captain McDonald saw them, he immediately ordered them removed. He didn't want the ship and its crew to claim any special notoriety.

We all agreed. And I should have remembered that policy on my first leave in San Diego, following 18 months of combat. When we arrived in port, I contacted my cousin, who was living in town with her

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The Summer of '42

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husband, a navy man based locally. When she invited me to dinner, she asked if I would wear my ribbons and citations. I was reluctant, but she insisted. Sure enough, when we stopped in a bar before going to dinner, I was suddenly yanked out by two burly shore patrolmen and taken to their headquarters. Surprisingly, they suspected me of impersonating a combat veteran. Apparently, a number of "boots" in the area were illegally buying ribbons and trying to look like heroes. It took a couple of hours and numerous telephone calls to validate my record, then they apologized and released me. "Thanks a lot," I replied "I waited 18 months for this dinner and now it's too late."

The Unique Bond Among Destroyer Men

The O'Bannon's record, of course, speaks for itself. But perhaps the greatest tribute of all was at the end of the war. That's when Admiral Halsey himself selected the O'Bannon to lead the triumphant parade of ships into Tokyo Harbor, where General MacArthur, on the battleship *Missouri*, signed the surrender agreement with the Japanese.

I served on the O'Bannon until July, 1945. The ship was kept in service until 1970, participating actively in both the Korean Conflict and the Vietnam War. A new U.S.S. O'Bannon (DD-987) was commissioned on

January 6, 1979, and many of my buddies and I were honored to witness the event.

It's well known that destroyer crews maintain a fierce pride in their ships. And that is especially true of the O'Bannon. We have had reunions for almost every year since the end of World War II. And now we are joined by those who served with her in Korea and Vietnam.

There's a unique bond among this crew. None of us know why we survived, when so many others were lost. But the experience has truly defined our lives.

Richard J. Hall, Jr. served on the O'Bannon for three years and one month. When he was discharged in November, 1945, his rank was Fire Control Petty Officer, Third Class. Today he and his wife, Frances, live in Forked River, N.J. He has four children and nine grandchildren. He is 79.

It has been 60 years since the O'Bannon was launched at Maine's Bath Iron Works. Dick boarded the ship a few months later in Boston Harbor. He'll never forget that legendary ship, and the dedicated crew that manned her. To help keep the memory alive, Dick built a 4-foot-long scale model of the O'Bannon, which dominates his home's mantle piece.

This article was prepared in collaboration with Albert Smith, Richard Hall's cousin.

Downeast Shipmodelers' Guild Exhibit

October 11 - 14, 2002

Long Reach Hall will be the site of the first exhibition of ship models from the skilled artisans of the Downeast Shipmodelers' Guild. The Guild's exhibit will highlight Maine vessels, and will include approximately 25 models, half-hull models and a few large pond models. The weekend's events will include "work-in-progress" demonstrations of modeling techniques and the chance for visitors to talk with members of the Guild.

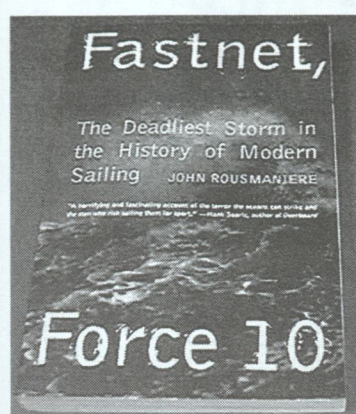
Remember the Museum With a Deferred Gift

The Museum can benefit from several Deferred Gift arrangements including Pooled Income Funds; Gift Annuities; Charitable Remainder Trusts; and gifts of Real Estate.

For information about these types of investments, please call us at 207-443-1316

Now available at the Museum Store...

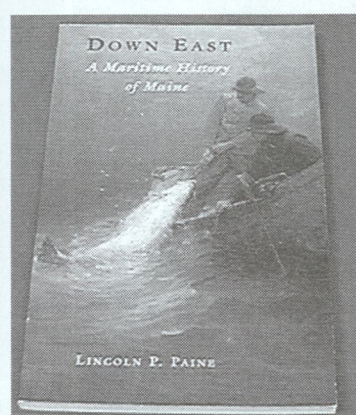
Please add 5% Maine sales tax to all prices.



Fastnet, Force Ten, The Deadliest Storm in the History of Modern Sailing, by John Rousmaniere. Book signed by Author. On August 11, 1979, 303 yachts began the 600-mile Fastnet race from the Isle of Wight, England, to Fastnet Rock off the English Coast. This is the gripping account of what happened when a force-ten storm hit the race.

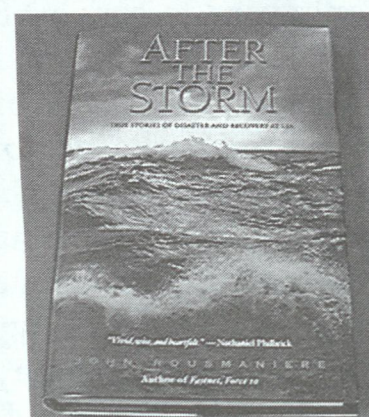
W.W. Norton. Paperback, \$14.95.

Member price \$13.46.



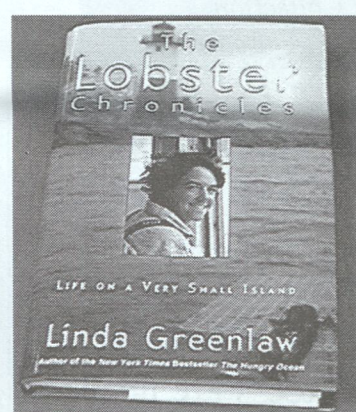
After The Storm, by John Rousmaniere. Book signed by Author. Ten storms at sea which wrecked ships and lives. These are true stories of disaster and the recovery at sea. Beginning with the Ariel in 1822, other accounts include the loss of the *Portland*, the wreck of the *Pollux* off Newfoundland, and the Ulysses Generation in the South Ocean. McGraw Hill. Hardback, \$24.95.

Member price \$22.46.



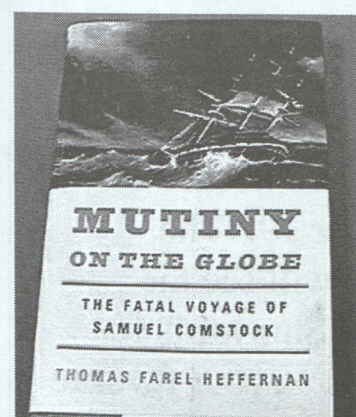
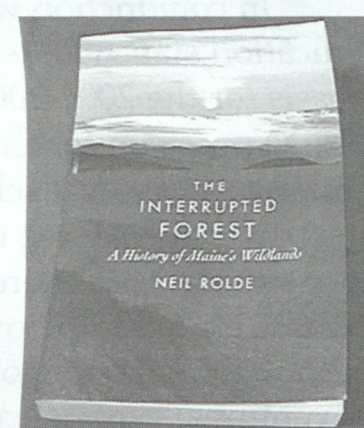
Down East: A Maritime History of Maine by Lincoln P. Paine.

Walter Cronkite called it "a marvelous and affirmative history of Maine...Paine's economy of phrase and clarity of purpose make this book a delight." Tilbury House. Paperback. \$14.95. Member price \$13.46.



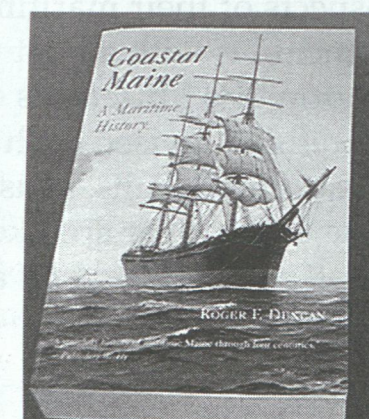
The Lobster Chronicles by Linda Greenlaw. This is her life on the small island of Isle au Haut, trapping for lobster. Currently on the *New York Times* bestseller list. Hyperion. Hardback. \$22.95. Member price \$20.66.

The Interrupted Forest by Neil Rolde. Book signed by Author. A history of Maine wildlands, this book delves into issues of conservation and stories of the people and events that shaped the land. Autographed by author. Paperback, \$20.00. Member price: \$18.00.



Mutiny on the Globe by Thomas Farel Heffernan. Book signed by Author. An account of the fatal voyage of the ship *Globe*, which was sailing the South Seas when Samuel Comstock, leading a murderous crew, killed the ship's officers. W.W. Norton. \$24.95. Member price \$22.46.

Coastal Maine: A Maritime History by Roger F. Duncan. From 1524, when Giovanni Verrazano was the first documented European to explore here, through the colonial era and 19th century building of clipper ships and schooners, to late 20th century yacht building, this book gives a definitive history of coastal Maine's contributions to American history. The Countryman Press. Paperback. \$24.95. Member price: \$22.45.



Call the Museum Store at 207-443-1316 x 331 for further information.

Dirigo Exhibit Opens August 9th

Opening in Peterson Gallery on August 9 is a profile of the Sewall 4-masted bark *Dirigo*. Launched in 1894 by Arthur Sewall and Company of Bath, *Dirigo* was the first steel square-rigger built in America, from the only yard to convert from wooden to steel sailing ship production. Between 1898 and 1903 ten more steel vessels followed *Dirigo* off the building ways: seven 4-masted barks, one bark, one schooner-barge, and one 5-masted schooner. *Dirigo* worked until 1917 carrying case oil, coal, grain, sugar and general cargo to Europe, the Far East and between the coasts of the United States. *Dirigo* was a typical deepwater cargo carrier during the waning days of sail, but did have a brush with fame when Jack London, his wife Charmian and their servant Yoshimatsu Nakata made a Cape Horn passage from Baltimore to Seattle in 1912. Like her sister, the *William P. Frye*, *Dirigo* was lost to enemy action during the First World War. The exhibit features photographs, plans, paintings and documents from her extensive career. Tad Lyford, Education Coordinator, who wrote his University of Maine master's thesis on *Dirigo*, is guest curator for this exhibit.

In conjunction with the *Dirigo* exhibit, our education staff will use the ship's 1899-1901 voyage as a basis for the 2002-2003 Focused Learning Experience (FLEX) program for third- and fourth-grade students. Children from local schools will visit the museum five times over the course of the school year, each visit encompassing a different aspect of the maritime experience, with the overall theme to *Dirigo*. The students will make logbooks in which to record their adventures, experience vicariously the joys and perils of a life at sea, study the skills of navigation and other aspects of their maritime heritage. The FLEX program concludes with a boat trip. Tad Lyford and Jason Morin, the Museum's education coordinators, have carefully devised each program to align with the Maine Learning Results. Museum members visiting during the school year are likely to encounter our education staff accompanied by a large number of future members!



Dirigo, Bath, Maine - 1894. Museum Collection

Beat the Heat! Think Ahead to Fall Volunteering!

Beat the heat of these hazy days of late summer by thinking ahead to autumn volunteer opportunities. Greeter and waterfront volunteers are needed to register participants and welcome visitors to the second annual **Classic Boat & Antique Engine Rendezvous** on September 20-22. Painters, lawn-rakers, sweepers, cleaners and other assorted hands-on workers are needed for **Quartermaster's Day** on October 19. The following weekend (October 26) will see the Museum change into a "Haunted Shipyard" for our annual **Pirate's Party**. Dress as your favorite ghoulish buccaneer to help greet (or scare) visitors, serve refreshments, or hand out pirate treasures. Your help is always appreciated! For more information, please contact Ellen Conner at 443-1316 ext. 350 or conner@bathmaine.com.

Classic Boat & Antique Engine Rendezvous Returns - September 21st!

The Museum is planning an exciting weekend for the Second Annual **Classic Boat & Antique Engine Rendezvous**. Plan to bring your boat and join us for a boat parade, behind the scenes tours of the Museum's small craft collection, engine demonstrations, dinner in the Shipyard and the camaraderie of friends. Once again, the winners of the People's Choice awards will take home half-hull models crafted in the Museum's own Boatshop. This year participants and visitors can tour the new exhibits in the Percy & Small Shipyard and enjoy lunch at the café in Long Reach Hall. Call early for registration information as dock and mooring space is very limited!



Long Reach Hall Serves Lunch & Brunch!

Plan a visit to the Museum soon and enjoy lunch with the lovely view from our climate-controlled Dining Room or out on the sundeck overlooking the Kennebec River! Lunch is served from 11:00 a.m. to 3 p.m. daily, and beginning September 1st, Sunday Brunch will be served from 9:30 a.m. to 1:30 p.m.

If you are interested in Long Reach Hall rental information for a special event or meeting, please call Mary Jane Dillingham, Hospitality Director, at 207-443-1316 x 351.

Maine Maritime Museum Annual Meeting Saturday, September 21st 11:00 a.m.

Please join us for the Museum's **Annual Meeting of the Membership** on Saturday, September 21st, 2002 at 11 a.m. preceded by coffee at 10:30 a.m. In addition to Committee Reports and other business, the class of 2005 will be elected to the Museum's Board of Trustees. We recommend that Members sign up by calling Barbara Potter at 443-1316 x 344.

Following the Meeting, plan to purchase lunch at Long Reach Hall and enjoy it inside or on our waterfront sundeck. In the afternoon, visit the **Classic Boat & Antique Engine Rendezvous** in the Percy & Small Shipyard and view the Boat Parade!

Corporate Partners Program

Our **Corporate Partners Program** exemplifies how Museum support can offer marketing benefits for our business partners, as opposed to purely philanthropic endeavors. In exchange for critically needed help – either financial or gifts-in-kind – this Program provides a menu of marketing benefits, representing advantages to both the business and to the Museum.

The trustees, staff & volunteers at Maine Maritime Museum encourage all area businesses to consider becoming Corporate Partners. Director Tom Wilcox, extension #324 or Development Director Linda MacMillan, extension #327, will be happy to address any questions. Their email addresses are: wilcox@bathmaine.com macmillan@bathmaine.com.

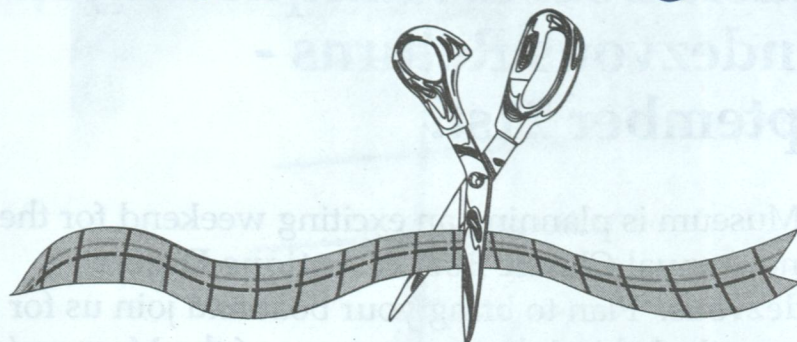
Current Corporate Partners include:

Corporate DownEasters:	Corporate Shipwrights:
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Bath Savings Institution	CHR/GMAC Realty
Harraseeket Inn	W.P. Stewart Asset Management, Inc.
<i>The Times Record</i>	

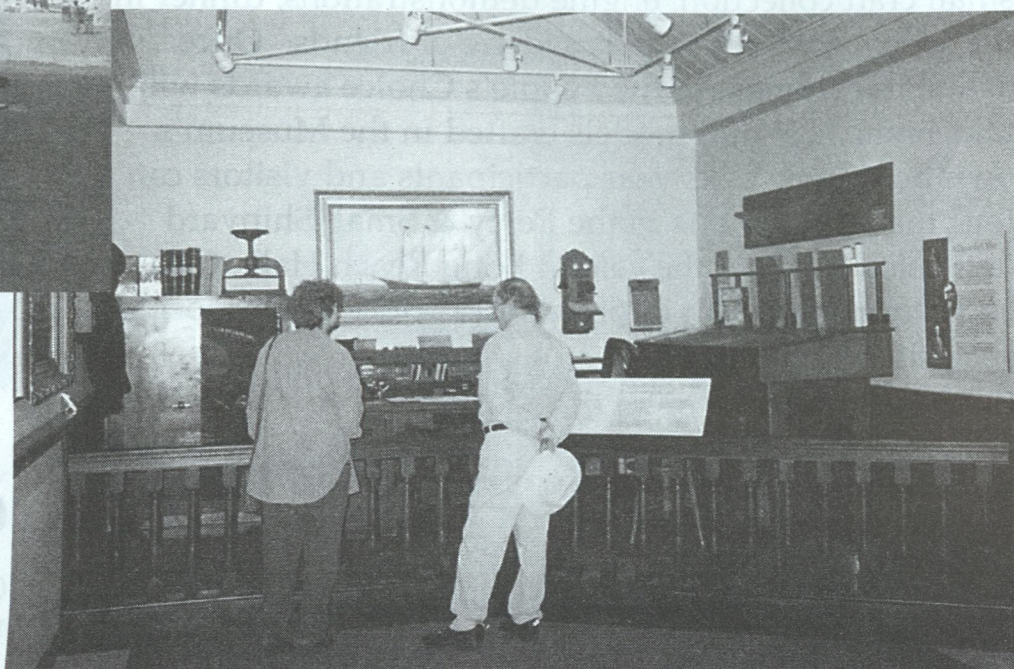
Corporate Patrons:

Henry R. Abel & Co., LLC
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Percy & Small Shipyard and McEvoy Gallery Ribbon Cutting!



On a beautiful July 5th evening, approximately 250 Museum members and guests watched Meredith S.S. Smith and George H. McEvoy cut the ribbons to the renovated Shipyard and to the new McEvoy Gallery. If you haven't visited the Museum since July 5th, it is well worth coming to see the Shipyard and Gallery now!



Museum visitors admire the Shipyard Office in the new McEvoy Gallery.

"Ports of Call Gala" Reopens Donnell House for Special Viewing

The Donnell House was resplendent in Victorian décor with an Italian flavor on July 11th for a Gala fundraising evening, and remained open for Museum visitors through July 14th. The Gala Committee, headed by Elena Vandervoort, planned the wonderful evening with a jazz quartet, Italian buffet and a very special live auction.

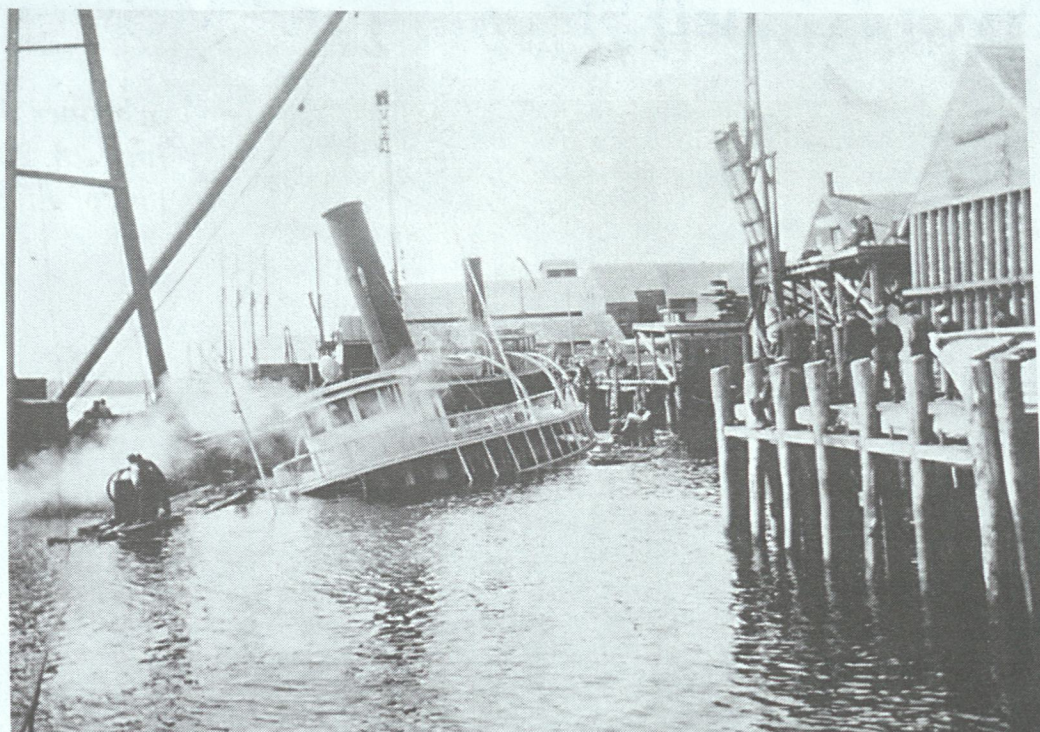


"Capo di Monte" China provided a superb centerpiece for the Ports of Call Gala.

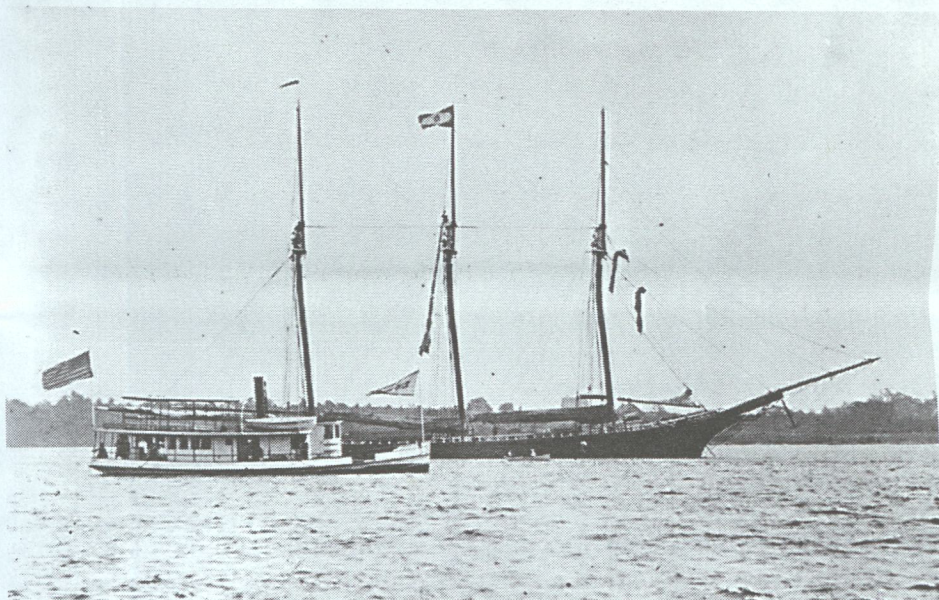
Pam Allen is dressed in period costume (rt) as Annie Wilcox greets guests at Donnell House.

Puzzler From The Library

Here's the new challenge for everyone. We would like to know where this is, the name of the sunken steamer, and what the story is that led to this picture being taken. If the first two items are known, it ought to be fairly simple to learn the story of the sinking. The photograph was donated in 1989 by Dr. Charles E. Burden, but we have no other details. On the reverse of the photograph is the name Frank A. French, written in pencil. We can find no U.S. steamer by this name.



Last Issue's Puzzler:



Well, this time we got an answer. Actually, four answers, all more-or-less in agreement. First, by e-mail from Nicholas Dean, his educated guess that the steamer is the *Winter Harbor*. A few hours later another e-mail arrived, from James Millinger, confirming the steamer as *Winter Harbor* and suggesting a date in the 1890-1903 time period, when she was owned by Eastern Steamboat Company (she is flying the E. S. Co. flag in the photo). Jim also pointed out that the photo was taken before the vessel was lengthened or had her pilot house raised, which details are shown in other photographs. A couple weeks later, the library staff (keepers of the photo) received a memorandum from Tom Wilcox (our boss) with many more details. He also confirmed the *Winter Harbor* identification. Built by New England Shipbuilding Co. at Bath to run between Bar Harbor and Winter Harbor, she was purchased by Eastern Steamboat for their Bath-Boothbay

Harbor line in 1890. In 1903 the Popham Beach Steamboat Company bought her, and in 1906 she went to the Independent Steamboat Company for their ferry service to Squirrel Island. In 1908 that company put her on their new service between Boothbay Harbor and Wiscasset, where she ran faithfully for 24 years before being tied up at the wharf below the schooners *Hesper* and *Luther Little*. Tom says, "For many years, like others before and after her, her bones could be seen moldering on the Wiscasset waterfront as she sank deeper into the mud." A letter from Stewart P. Schneider a few days ago also confirmed the *Winter Harbor* identification.

Tom was the only one to identify the schooner in the picture. He pointed out that there was a finite number of three-mast schooners owned and/or built by Gardiner G. Deering, whose house flag this vessel is flying. After 1887, there were six such schooners, and we have photo files on all of them here in the Library. As Tom asserts, the only one which matches the one in our picture is the *Horatio L. Baker*, built in 1888 by Deering. The distinctive features are the turned-stanchion railing running the whole length of her deck, and the pennant on a flag-staff atop her mizzen topmast. She measured 828 gross tons, and turned out to be a smart sailer, tough, and long-lived. In fact, she flew the Deering house flag until her loss in 1915, so we are no closer to putting a precise date on the picture. We know the *Baker* returned to the Deering yard for repairs in 1893, but she may also have come to the area many other times in the 1890-1903 period. Still, both vessels are now identified, and that is a good thing.

Welcome Back!



*Schooner **Sherman Zwicker** returns to the Museum docks on June 28, 2002 for another season to delight thousands of visitors of all ages as they come on board!*



*Captain George H. McEvoy waves from the deck as the mighty **Zwicker** pulls into her summer home.*

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